



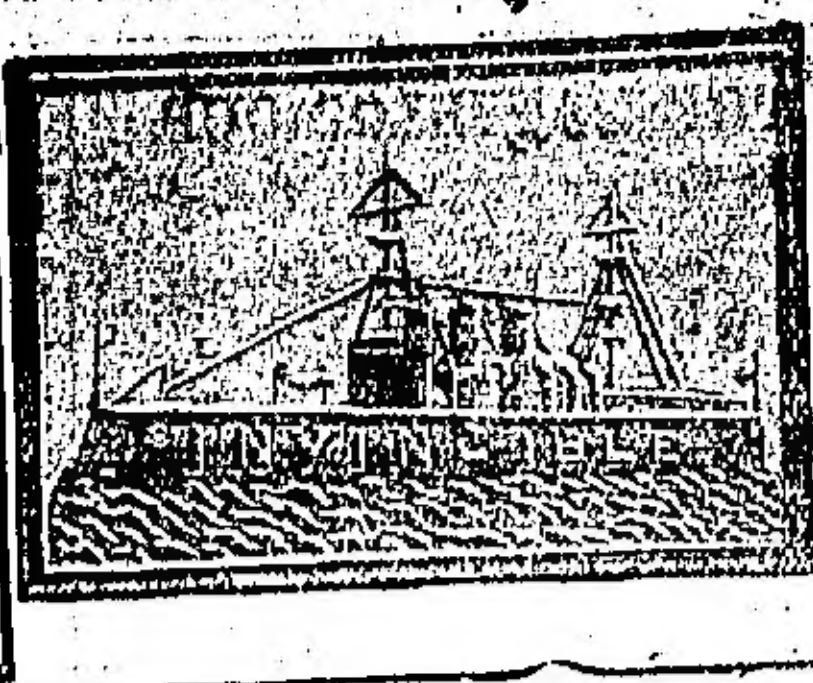






**GEO. ANGUS & CO.,**

ST. JOHN'S WORKS, NEWCASTLE-ON-TYNE.  
Oak Tanned Leather Belting,  
Lark Belting, Raw Hide Belting,  
Raw Hide Gears, &c.  
CANVAS HOSE, COTTON BELTING,  
HAIR BELTING.  
WORKS-BENTHAM, LANCASTER.

**ADMIRALTY QUALITY INDIA RUBBER SHEET.**

Also the Original  
THE "RED ANGUS" SHEET.  
All Genuine Goods stamped with  
our Trade Mark.  
Agencies in Colombo, Bombay,  
Rangoon, Shanghai, &c.

**TYPEWRITERS! TYPEWRITERS!!**

Typewriters repaired, cleaned,  
overhauled, and broken parts  
duplicated under expert  
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

**BICYCLES**

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Aguiar Street.

Hongkong, February 16, 1907.

**THERE IS NO DOUBT THAT**

where Eno's 'Fruit Salt' has been taken in the earliest stages  
of a disease it has in innumerable instances prevented a serious  
illness. The effect of

**ENO'S 'FRUIT SALT'**

upon any disordered, sleepless, or feverish condition is simply  
marvellous and unsurpassed. In fact it

**NATURE'S OWN REMEDY**

CAUTION.—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT';  
otherwise you have the incorrect form of Eno's 'Fruit Salt'.  
Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, E.C.  
Eng. by J. C. ENO'S Patent.  
Sold by Chemists and Stores everywhere.

**Banks.****THE MERCANTILE BANK OF INDIA, LIMITED.**

AUTHORIZED CAPITAL.....£1,500,000  
PAID UP.....£1,125,000  
RESERVE FUND.....£1,125,000

INTEREST allowed on Current Accounts  
at the rate of 2½ per annum on the Daily  
Balance.

On Fixed Deposits:—  
For 12 months.....4½  
" 6 months.....4  
" 3 months.....3½

E. ORMISTON,  
Manager.

Hongkong, April 21, 1906.

THE YOKOHAMA SPECIE BANK,  
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED.....Yen 24,000,000  
CAPITAL PAID-UP.....Yen 21,000,000  
CAPITAL UNPAID.....Yen 3,000,000  
RESERVE FUND.....Yen 13,700,000  
SPECIAL RESERVE FUND.....Yen 1,000,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENTS:—  
TOKYO, KOREA, NAGASAKI,  
LONDON, LYONS, NEW YORK,  
SAN FRANCISCO, HONGKONG, SHANGHAI,  
HANKOW, PEKING, TIENTSIN,  
PORT ARTHUR, CHEFOO, TAI-ING,  
OSAKA.

LONDON BANKERS:  
The London Joint Stock Bank, Limited,  
Part of the Bank, Limited,  
The Union Bank of London and Smith  
Bank, Limited.

HONGKONG BRANCH—Interest allowed  
On Current Accounts at the Rate of 2½  
per annum on the daily balance.  
On fixed deposits for 12 months, 5½ per  
annum.  
On fixed deposits for 6 months, 4½ per  
annum.  
On fixed deposits for 3 months, 3½ per  
annum.

TAKES TAKAMICHI,  
Manager.

Hongkong, September 22, 1906.

NEDERLANDSCH-INDISCHE  
HANDELSBANK.

(NEDERLANDS INDIAN COMMERCIAL BANK)

ESTABLISHED 1883.

AUTHORIZED CAPITAL.....Fl. 15,000,000. (\$1,250,000.)  
PAID UP.....Fl. 10,000,000. (Paid up)  
RESERVE FUND.....Fl. 1,628,850.19 (\$135,737.)

HEAD OFFICE—AMSTERDAM.

SUB-OFFICE—THE HAGUE.

BRANCHES—AT Singapore, Sourabaya, Samarang, Indragajah, Bandong, Weltevreden, Batavia, etc.

CORRESPONDENTS—At Cherbon, Tegal, Pecalongan, Matassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, etc.

BANKERS.

(The Williams Descoms Bank, Ltd.,  
Paris.)  
LONDON:—Comptoir National d'Escompte  
de Paris.  
BRUSSELS:—Banque de Paris et des Pays  
Bas.  
VIENNA:—Union Bank.  
PARIS:—Banque Commerciale Italiana.  
THE BANK buys and sells and receives for  
collection Bills of Exchange, issues  
Letters of Credit, payable in all important  
places of the world, and transmits every  
description of Banking and Exchange  
business.

INTEREST ALLOWED:  
On Current Accounts at the rate of 2½  
per annum on the daily balance.  
On fixed Deposits 12 months 4½ per annum  
do. 6 do. 4 do.  
do. 3 do. 3½ do.

No. 16, DES VEUVE ROAD CENTRAL.  
J. BOKKE, Manager.

Hongkong, November 1, 1906.

NEDERLANDSCHE HANDEL,  
MAATSCHAPPIJ.

(NETHERLANDS TRADING SOCIETY)

ESTABLISHED 1824.

PAID-UP.....Fl. 45,000,000 (\$3,750,000.)  
CAPITAL.....Fl. 5,000,000 (\$417,000.)  
RESERVE FUND.....Fl. 5,000,000 (\$417,000.)

HEAD OFFICE IN AMSTERDAM.

BRANCHES—AT Singapore, Penang, Sourabaya, Batavia, Semarang, Sourabaya, etc.

CORRESPONDENTS—At Cherbon, Tegal, Pecalongan, Matassar, Pontianak, Padang, Medan, Penang, Rangoon, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, etc.

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description of Banking and Exchange  
business.

INTEREST ALLOWED:  
On Current Accounts at the rate of 2½  
per annum on the daily balance.  
On fixed Deposits 12 months 4½ per annum  
do. 6 do. 4 do.  
do. 3 do. 3½ do.

No. 16, DES VEUVE ROAD CENTRAL.  
J. BOKKE, Manager.

Hongkong, November 1, 1906.

THE CHARTERED BANK OF INDIA,  
AUSTRALIA, AND CHINA.

INCORPORATED BY ROYAL CHARTER 1853.

HEAD OFFICE, LONDON.

CAPITAL PAID-UP.....£800,000  
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000  
RESERVE FUND.....£275,000

INTEREST allowed on Current Accounts  
at the rate of 2½ per annum on the Daily  
Balance.

On Fixed Deposits for 12 months 4½  
" 6 months 4  
" 3 months 3½

T. F. COCHRANE,  
Manager.

Hongkong, May 17, 1906.

THE BANK OF TAIWAN,  
LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER.)

AUTHORIZED CAPITAL.....Yen 5,000,000.  
PAID-UP CAPITAL.....Yen 2,000,000.  
RESERVE FUND.....Yen 635,000.

HEAD OFFICE—TAIPEH, FORMOSA.

BRANCHES AND AGENTS:—  
Amoy, Kobe, Yokohama, Tientsin,  
Asping, Osaka, Tokyo,  
Fookien, Shanghai, Yokohama,  
Swatow.

HONGKONG OFFICE:  
3, Des Voeux Road.  
Interest allowed on Current Accounts.  
Deposits received on terms which may be  
learned on application.

D. TOWSON,  
Manager.

Hongkong, January 22, 1907.

THE NATIONAL BANK OF CHINA,  
LIMITED.

HEAD OFFICE—HONGKONG.

AUTHORIZED CAPITAL.....2,698,470.  
PAID-UP CAPITAL.....£242,713.  
CAPITAL RESERVE FUND.....Yen 2,000,000.  
RESERVE FUND.....£150,000.

LONDON BRANCH:—  
61, Old Broad Street, E.O.  
MANAGER—GEO. MURRAY.

LONDON BANKERS:—  
Par's Bank.  
Commercial Bank of Scotland.  
The Bank grants drafts and telegraphic  
transfers and conducts every description of  
Eastern Banking business.

INTEREST allowed on Current Accounts  
at the rate of 2½ per annum on the Daily  
Balance.

On Fixed Deposits for 12 months 5 per cent.  
" 6 months 4½  
" 3 months 4

G. C. MOXON,  
Managing Director.

Hongkong, September 22, 1906.

**THE CHINA MAIL.**

Twain's life was the death of his daughter  
Susan in her twenty-third year, and there is  
a faithful picture in the fidelity with which he  
recalls her childhood after twenty-six years.  
Susan wrote a biography of her father whom  
she was, fourteen years of age, and she  
commenced by broad statements of facts:—  
We are a very happy family. We consist  
of papa, mamma, I, and Clara. And I shall  
be a papa I am writing about, and I shall  
have no trouble in not knowing what to  
say about him, as he is a very striking  
character.

Papa has a very good figure—in short,  
he is an extraordinarily fine-looking man.  
All his features are perfect, except that he  
hasn't extraordinary teeth. His complexion  
is very fair, and he doesn't wear a beard.  
He is a very good man, and a very funny  
one. He has got a temper, but we all of  
us have in this family. He is the liveliest  
man I ever saw or ever hope to see—and  
oh, so absent-minded. He does tell  
perfectly delightful stories. Clara and I  
used to sit on each arm of his chair and  
listen while he told us stories about the  
pictures on the wall.

Papa uses very strong language, but I  
have an idea not nearly as strong as when  
he first married mamma.

The spelling, says Mark Twain, was fre-  
quently despatched, "but it was Susan's, and  
it shall stand. I love it, and cannot pro-  
fane it. To me it is gold."

This remark about his little daughter's  
spelling recalls the fact that Mark Twain  
is a supporter of President Roosevelt's  
efforts for the simplification of spelling. At  
an Associated Press dinner in the Waldorf-  
Astoria Hotel one of his remarks for his  
enthusiasm over spelling reform was ex-  
plained as follows:—

In 1883, when the simplified spelling  
movement first tried to make a noise, I was  
indifferent to it; more, I even irreverently  
scoffed at it. What I needed was an objec-  
tion. I got it. At that time I was  
earning the family's bread on magazine  
work at seven cents a word. I was the prop-  
erty of a magazine, a seven cent slave  
under a boiler iron contract. One day  
there came a note from the editor  
requiring me to write ten pages on the  
following text: "Considerations concerning  
the alleged subterranean holophotal exten-  
siveness of the omithothynous as fore-  
shadowed by the unutilizability of its  
pleiosaurian anisodactylous aspects."

Ten pages of that. Each and every word  
a seventeen-jointed vestibuled railroad  
train. Seven cents a word. I saw starva-  
tion staring the family in the face. I went  
to the editor.

I said: "You want ten pages of those  
rumbling, great long summer thunder peals,  
and you expect to get them at seven cents  
a word?"

He said: "A word's a word, and seven  
cents is the contract."

And Mark Twain's ideas about clothes  
are as intense as those about spelling.  
Moreover, he lives up to them. He visited  
Washington not long ago on a cold rainy  
day, wearing a suit of cream flannel. Of  
course, he got the newspapers all soggy by  
the innovation. The first reporter who  
reached him he smilingly gave the explana-  
tion:—

When you are over seventy-one you are  
privileged to dress in the fashion that con-  
forms most to your comfort and enjoyment.  
I have reached the age where dark clothes  
have a depressing effect on me. I prefer  
light clothing, colours like those worn by  
the ladies at the opera. Whenever I  
go to the opera and see the men sitting  
round with those beautifully-groomed ladies  
they are no more cheering than a lot of  
old crows. If nobody else will wear  
colours that cheer me up, I shall wear them  
myself. Man's clothing is bad in colour  
and generally uncomfortable. As to the  
most comfortable costume, there is no more  
delightful costume possible than the human  
skin. The most satisfactory costume I  
ever saw was worn by the natives of the  
Sandwich Islands, whom I saw forty years  
ago. When they wanted to adorn them-  
selves beyond what Nature gave them they  
put on a pair of spectacles. Clothes in our  
modern civilisation, are to preserve  
decency, and for us to get as much  
comfort out of as possible. But how any  
man cannot get comfort out of the clothing  
made for men, to-day I can see.  
Nothing is more absurd, unbecoming, and un-  
comfortable than modern men's clothing,  
day or night, and at night man wears the  
most ridiculous of all garbs—evening  
clothes. The women take and wear our  
clothes, don't they? Why should we not  
learn from them? They always have  
beautiful fabrics, splendid colours, and,  
moreover, women's clothes are always  
pretty. I would go back to the middle  
ages for the gorgeous, glorious, gaudy  
costumes of that time. Then we could  
wear colours. Back to the days before  
buttons were invented, when they laced  
their clothing up, and it took a little time  
to do it; back to the days of tight and  
loose. Yes, I admit that it might be  
uncomfortable for a bald-headed man wear-  
ing a tightly screwed on helmet, with a bee  
or a fly imprisoned therein.

**ADVERTISEMENTS.**

THE attention of Advertisers is drawn  
to the Latest Rules for receiving  
Advertisements and Corrections to Adver-  
tisements.

Alterations and additions to Advertisements  
must be on Pages 2, 3, 6 and 7, should be  
sent to this Office not later than 11 a.m. New  
Advertisements should be sent in before  
3 p.m.

GEO. MURRAY BAIN.

**HONGKONG AVERAGE MARKET****PRICES.**

Corrected to Thursday, February 21st, 1907.  
At 100 cents per Dollar Mexican.

**Butcher Meat.**

Beef steaks and prime cut—Moi Lung Pa	lb 20
" Corned—Ham Ngau Yuk	20
" Roast—Shiu	20
" Breast—Nagu Lam	15
" Soup—Tong Yuk	15
" Steak—Ngau Yuk Pa	20
" Cutton Ngau Lau Siroin	20
" Sausages—Ngau Chong	26
Bullock's Brains—Slow	per set 10
" Tongue fresh—Ngau Li	each 50
" Corned—Ham Ngau Li	55
" Head—Ngau Tau	80
" Heart—Ngau Sun	lb 12
" Hump, Salt—Ngau Kin	20
" Feet—Ngau Kerk	each 7
" Kidneys—Ngau Yin	10
" Tail—Ngau Mei	17
" Liver—Ngau Con	lb 12
" Tripe (undressed)—Ngau To	set 10
Calves Head and Feet—Ngau chai-tai-kak	set 10
Mutton Chop—Young Fat	24
" Leg—Young Fat	24
" Shoulder—Young Fat	20
Pigs' Chittings—Chi Kow	per set 12
" Brains—Chi Kow	2
" Feet—Chi Kerk	12
" Head—Chi Chak	12
" Heart—Chi Sun	each 9
" Kidneys—Chi Yin	8
" Liver—Chi Con	lb 28
" Pork Chop—Chi Fat Kwat	21
" Corned—Ham Chu Yuk	22
" Leg—Chi Fat	22
" Fat or Lard—Chi Yau	16
" Sheep's Head and Feet—Young Fat Kerk set	60
" Heart—Young Fat	each 6
" Kidneys—Young Fat	lb 24
" Liver—Young Fat	10
Sucking Pigs, To Order—Chi Chai	—
Suet, Beef—Sang Ngau Yau	16
" Mutton—Sang Young Yau	24
" Veal—Ngau Chai Yuk	20
" Sausages—Ngau Chai Chong	20

**Poultry.**

Chicken—Kai Chai	lb 30
Capons, Large, Small—Siu Kai	27
Ducks—Fai	28
Doves—Pau Kae	each 15
Eggs, Hen—Kai Tai	per dozen 20
" Pheasant—Kai	32
" Hainan—Hoi Nam Kai	28
" Geese—Ngai	19
Goose, Wild—Siu Yee Ngai	each 1
" Musk Deer—Wong Kae	50
" Hare, Shanghai—Tui Chai	60
" Partridge—Che Kae	60
" Pheasant—Shan Kai	each \$1.50
" Yigons, Canton—Pak Kue	each 35
" Hothow—Hoi How Pak Kue	30
" Quail—Um Ohan	20
" Rice Birds—Wo Fa Cheuk	dozen 24
" Snipe—Sa Choy	each 24
" Turkey—Cook—Phor Kai Kung	42
" Han—Na	42
" Wild Ducks, S'hai—Shanghai Sal-ap	each \$1.30
" Teal—Sai Ap, Chai	55
" Wild Ducks, Canton—Sang Shing Sal Ap	60

**Fish.**

Barbel—Ka Ya	lb 10
Bream—Siu Yu	12
Canton Fresh Water Fish—Hoi Siu Yu	14
Carp—Li Yu	18
Catfish—Chik Yu	11
Codfish—Mun Yu	26
Crabs—Hoi	13
Cuttle Fish—Mak Yu	10
Dab—Sa Mang Yu	10
Dace—Wong Mei Lu	11
Dog Fish—Tui Lu	16
Eels, Congor—Hoi Mann	14
" Fresh water—Tun Siu Yu	14
Eels, Yellow—Wong Siu	24
Frog—Tui Kai	28
Garopus—Sak Pan	43
Gudgoun—Pak Kue Yu	20
Herrings—Tui Pak	24
Halibut—Cheung Kwan Kue	24
Lahpas—Wong Yu Yu	23
Loach—Wa Yu	16
Lobsters—Long Ha	32
Mackerel—Chik Yu	28
Monk Fish—Mong Yu	20
Mullet—Chai Yu	21
Oysters—Sang Hoo	16
Pearl oyster—Kai Kung Yu	18
Perch—Tui Loo	18
Pike—Fa Pau Poong	18
Plaice—Fai Yu	18
Pomfret, Black—Hak Chong	22
Pomfret, White—Pak Chong	26
Prawns—Ming Ha	56
Ray—Fai Pa Sa	8
Sole Fish—Sak Kue Kung	14
Squid—Chun Yu	23

Salmon—Ma Yan Yu	lb 22
Shark—Sa Yu	9
Skate—Fo Yu	10
Shrimps—Ha	26
Snappers—Lap Yu	26
Soles—Tat Sa Yu	24
Tench—Wan Yu	18
Turbot—Choi How Yu	24
Turtles, small, fresh water—Kerk Yu	36
White Bait—Ngau Yu Chai	—

**肉食**

Almonds—Hung Yan	lb 18
Apples, (California)—Kam San Ping Khe	—
" (Chetoo)—Tin Chiu Ping Khe	—
" Small—Hoi Tong	—
" Custard—Fan Lai Chai	each 1
Bananas, fragrant, Canton—San Shing	3
Bananas, (Hawaii)—San Chok Tsai	14
Chestnuts, Chinese—Hong Lut	—
Carambola—Young Tui	—
Cocoanuts—Yeh Tui	each 12
Lemons, China—Ning Moong	lb 12
" America—Kum San Ning Moong	5
Lichees, Dried—Lai Chai Chai	—
" Fresh	—
Limes, (Siam)—Sai Kung Ning Moong	6
Mango, Manila—Lai Sung Moong	—
Mangosteens—San Chok Tsai	16
Oranges, (Canton)—San Shing Tin Chiu	16
Pears, (American)—Kam San Shui Li	16
" (Canton), Cooking—Sa Li	—
" (Shanghai)—Shung Hai Li	—
Peanuts—Fa Sang	10
Persimmons Large—Hung Chai	—
Pine-apples, 1st quality—Shung Poon Tsai	16
" 2nd quality—Chung-tung-paw-lau	—
" Paw Lau	each 1
Plantains—Tui Chai	15
Plums—Swatow Hung Lai	—
Pomelo, Siam—Chim Lo Yau	12
Walnuts—Hop Tui	16
" Green—Sang Hop Tui	—
Water Melon—(Am.) Kum San Sai Kwa	—
" (China) Sai Kwa	—

**Vegetables, &c.**

Artichokes, Shanghai—Sheung Hai Ah	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...	...
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THE ORIGINAL



BOTTLED BY THE  
**CLIFFORD-WILKINSON**  
Tansan Mineral Water  
Co., Ltd.,  
Kobe

THE FAVOURITE MINERAL  
WATER.

Per Case of 48 Pints ..... \$8.50  
Per Dozen Pints ..... \$1.70  
Per Case of 120 Pints ..... \$2.50  
Per Dozen Pints ..... \$1.25

**GINGER ALE**

Experts Testify That

**TANSAN** MAKES THE MOST  
WHOLESOME AND  
PALATABLE

**GINGER ALE**  
IN THE WORLD.

PER CASE 48 PINTS ..... \$7.75  
PER DOZEN PINTS ..... \$1.55  
PER CASE 120 PINTS ..... \$2.30  
PER DOZEN PINTS ..... \$1.15  
SAMPLES ON APPLICATION

5% DISCOUNT ALLOWED  
UNTIL FURTHER NOTICE.

SOLE AGENTS:

**H. PRICE & CO.,**  
Wine and Spirit Merchants,  
12, QUEEN'S ROAD CENTRAL.

**POWELL'S**

28, QUEEN'S ROAD.

**WELL-CUT  
OVERCOATS**

FROM \$22.50 EACH.

Newest Styles,

Smart,

Serviceable.

**Wm. POWELL, Ltd.,**

GENT'S OUTFITTERS  
**HONGKONG.**

AGENTS FOR THE CHINA MAIL.

LONDON.—J. ALDER, 11 & 12, Clement's  
Lane, Lombard Street, E.C. 4. CLARKE,  
SON & PLATT, 85, Gracechurch St.,  
E.C. 3. STREET & CO., Ltd., 30, Cornhill,  
Gordon & Gough, 15 St. Bride  
St., E.C. 4. BAKER, HENDER & CO., 31,  
Cannon Street, E.C. 4. WILKS, Ltd., 101,  
Cannon Street, E.C. 4. ROBERT WILSON,  
160, Fleet Street, O. MITCHELL &  
CO., Snow Hill, Bottom Viaduct, E.C. 4.  
D. J. KENNEDY & CO., 1, Whitefriars  
St., E.C. 4. MATHESON & GOWTHORP,  
10, 11, 12, New Bridge St., E.C. 4.  
CHURCH & CO., 22, Glasshouse St.,  
Regent St., W.

PARIS AND EUROPE.—MATHESON,  
FAVRE & CO., 18 Rue de la Grange  
Battiere, Paris. The Rev. Dr. HART,  
d.d., 12 Rue Vivienne, Paris.

NEW YORK.—THE CHAMBERLAIN  
OFFICE, 55, West 22nd Street.

SAN FRANCISCO and American Ports  
generally.—BEAN & BLACK, San Fran-  
cisco.

AUSLAND, TASMANIA AND NEW  
ZEALAND.—GORDON & GOUGH, Mel-  
bourne and Sydney.

CHINA.—W. M. SMITH & CO., The  
Argentinean Co., Colombia.

The ...  
**SAVOY,**

LIMITED.

**Curtains.**

**Curtains.**

**Curtains.**

**THE SAVOY, Ltd.**

13, QUEEN'S ROAD,  
**HONGKONG.**

CHS. J.  
**GAUPP & Co.**

WATCHMAKERS,  
JEWELLERS and  
OPTICIANS,

Alexandra Buildings, Chater Rd.

HAVE JUST RECEIVED A SPLENDID  
SELECTION OF

**HIGH-CLASS  
ENGLISH JEWELLERY**

IN DIAMONDS,  
EMERALDS,  
RUBIES, AND SAPPHIRES.

GOLD & SILVER WARE

HIGH GRADE ENGLISH & SWISS  
GOLD & SILVER WATCHES.

CLOCKS & OPTICAL GOODS  
suitable for

**WEDDING PRESENTS.**

All goods marked at present RATE of  
EXCHANGE; old stock reduced in price  
accordingly.

Hongkong, December 5, 1906. 2342

**THE WELDON HOUSE,**  
LIMITED.

JUST RECEIVED  
**NEW DRESS GOODS,**

INCLUDING—  
MATERIALS suitable for EVENING  
WEAR, INFANTS HOODS, BOOTS,  
and SHOES, WINDOW CURTAINS,  
and a New Assortment of RIBBONS, etc.

Every Convenience in the  
DRESSMAKING DEPARTMENT.  
HATS remodelled and made to Order.  
INSPECTION CORDIALLY INVITED.

10, D'AGUIAR STREET,  
**HONGKONG.**

Hongkong, January 23, 1907. 2061

**DON'T FORGET**

TO ORDER THE

**"OVERLAND  
CHINA MAIL"**

**BEFORE GOING HOME.**

**PARIS TOILET CO.,**  
LIMITED.

13, QUEEN'S ROAD CENTRAL  
(UNDER CONNAUGHT HOUSE HOTEL).

The only Saloons where  
European Artistes  
are employed.

**ELECTRIC FACE  
and  
SCALP MASSAGE.**

Large and Assorted Consignment of  
**FRENCH PERFUMERY**

Sole Agents for the 'RADIO  
THERM,' the marvel of  
the age for applying 'RA-  
DIANT ENERGY.' Can  
be used in houses where  
Electric Lights are avail-  
able, as it can be connect-  
ed with a lamp socket.

Hongkong, January 18, 1907. 451



**A. S. WATSON  
& Co., Ltd.**

ESTABLISHED A.D. 1841.

**WINE & SPIRIT MERCHANTS.**

**Bull Dog.**

**Brand.**

**Light Ale.**

**Guinness'**

**Stout.**

in Pints

and Splits.

BOTTLED BY THE  
CELEBRATED FIRM

**Robert Porter & Co.,**  
Limited.

SOLE AGENTS:

**A. S. WATSON & CO.,**  
LIMITED,

ALEXANDRA

BUILDINGS.

Hongkong, February 20, 1907.

**MEMOS. FOR TO-MORROW.**  
Auction.

2.45 p.m.—Auction of Household Furni-  
ture, at No. 6, Lyndhurst Villa, Kow-  
loon.

Amusements.  
9 p.m.—Performance at City Hall.

General Memoranda.

WEDNESDAY, February 27.—  
2.30 p.m.—Auction of Household Furni-  
ture, at Mrs. L. Engel's residence,  
No. 24, Blenheim Road, West.  
2.40 p.m.—Auction of Household Fur-  
niture, at No. 12, Salisbury Avenue,  
Kowloon.  
Goods per Macedonia not cleared at 4  
p.m. on this date subject to rent.

THURSDAY, February 28.—  
Goods per Bengali undelivered after  
this date subject to rent.

FRIDAY, March 1.—  
9 p.m.—Meeting of Zetland Lodge.

SATURDAY, March 2.—  
11 a.m.—Meeting of Green Island Com-  
mittee, at Messrs. Shaw, Tynes & Co.'s Office.

SUNDAY, March 3.—  
Goods per Banca not cleared at 4 p.m.  
on this date subject to rent.

MONDAY, March 4.—  
11 a.m.—Auction of German Str. Apenrade  
at Mr. Geo. P. Laumet's Sales  
Rooms.  
5.30 p.m.—Organ Recital in St. John's  
Cathedral.

TUESDAY, March 5.—  
12.30 p.m.—Meeting of National Bank  
of China, Ltd., at Head Office.

THURSDAY, March 7.—  
11 a.m.—Meeting of Hongkong Fire  
Insurance Co., Ltd., at Messrs. Jardine,  
Matheson & Co.'s Office.  
Noon.—Meeting of China Fire Insurance  
Co., Ltd., at Co.'s Office.

**The China Mail**

HONGKONG, MONDAY, FEBRUARY 25, 1907.

**THE NAVY.**

On Friday we published a letter from  
Mr. H. Seymour Throver, Chairman  
of the Executive Committee of the  
Navy League, in which that gentleman  
asked for "the true 'truth about the  
Navy.'" It might be remarked en  
passant that, taking the words at their  
face value, it would be a difficult per-  
formance to obtain the untrue 'truth  
about our floating defences. However,  
everyone knows what is meant and  
everyone who puts country above party  
will be in hearty accord with the Navy  
League in its desire for some definite  
knowledge in regard to what is being  
done with our first line of defence.

The Jamaican earthquake illustrated  
one of the evil results of the policy of  
reorganisation or economy or what-  
ever it is that the Admiralty has been  
engaged upon for the past twelve  
months. For eight days after the  
earthquake the white ensign was not  
seen in Jamaican waters! This has  
had the effect of distinctly damaging  
British prestige. It is worth while to  
quote the remarks which Mr. Maclean,  
M.P. for South York, made in the  
Canadian House of Commons on Jan.  
23 on this point. He said:—"I take  
this opportunity to say for myself, and  
perhaps for many of my fellow Cana-  
dians, that I regard certain incidents  
connected with the Jamaican earthquake  
as a distinct loss to Imperial prestige  
on this Continent, a thing all Canadians  
took pride in. The British naval sta-  
tions on this Atlantic coast are no  
more. There is a lesson in it for us.

An intimation was given some time ago  
which we may have failed to appre-  
hend, though it was as distinct as it  
could be, and that was, that we have  
to care for ourselves. If we are to be  
continental in our aspirations we must  
have the means of expressing them,  
even as our neighbours have. We may  
yet find the need of a Canadian flag on a  
Canadian ship on seas that are as much  
ours as others." This is unpleasant  
reading for anyone who is not entirely  
and admittedly a Little Englander. It  
is because of the prestige of our Navy  
that the Empire has become what it  
is. Once that prestige is seriously  
impaired the collapse of the Empire is  
within sight. It was not alone in  
Canada that disgust was felt at the  
fact that several foreign men-of-  
war put in an appearance at Jamaica  
before the British. The Cape Times  
in discussing the lamentable Swetten-

ham incident, which by the way would  
not have occurred if a British warship  
had been available, after observing  
that the Governor's sin seems venial  
as compared with that of the British  
Admiralty, urges that although it may  
be said that the Admiralty, while  
working out the wisest strategical  
disposition of the Navy, cannot be  
expected to take into account earth-  
quakes, yet a political crisis which may  
demand the immediate attention of his  
Majesty's ships may give as little warn-  
ing as did the earthquake which  
wrecked Kingston. The newspaper  
maintains that if Britannia is to rule  
the waves, vessels of the British Navy  
must be somewhere nearer the scene  
of emergency than they seem to have  
been to Kingston in the day  
of the latter's distress. These  
comments give point to Mr.  
Throver's demand that a Royal  
Commission should be appointed to en-  
quire into the recent reductions and  
changes in the fleet. British papers for  
the last two or three months have been  
full of complaints of the weakening ef-  
fect of the recent policy of the Admiralty  
and it is obviously desirable that some  
authoritative and disinterested state-  
ment should be made in regard to the  
present condition of the Navy. The  
man who had for years paid a heavy  
insurance premium upon property of  
incalculable value would be deemed  
insane if he did not clear up any  
doubts he might entertain as to a flaw  
in the policy. Is Great Britain going  
to lay herself open to a charge of  
insanity?

**LOCAL AND COAST NEWS.**

The English Mail of the 26th January  
was delivered in London on the 23rd Feb.

The annual meeting of the Alice  
Memorial Hospital Finance Committee will  
be held to-morrow afternoon at 5 p.m.

There were 178 Europeans and 80  
Chinese visitors to the City Hall Library  
and 134 Europeans and 8,755 Chinese  
visitors to the Museum during the week  
ended 21st February.

At the Magistrate's Court this morning, Police  
Constable Berrie proceeded against the  
steam launch "Jack Lee" for failing to  
stop when called upon to do so by the  
police. Mr. C. D. Thomson appeared for  
the defence but Mr. Fazlani convicted and  
imposed a fine of \$25. A summons against  
the same launch for being in an unseaworthy  
condition was quashed on a technical  
point.

"Niobe"  
The Bandmann Comedy Company played  
to a good house on Saturday evening,  
when the farcical comedy "Niobe" was  
presented. The piece is one that is replete  
with fun and he who failed to thoroughly  
enjoy the production would be indeed  
hard to please. As Peter Amos Dunn  
(or Potamos, as "Niobe" expressed it)  
Mr. H. Sinclair Cotter was the life and  
soul of this piece and his excellent rep-  
resentation gained him a great deal of  
applause. Helen Griffin (Miss Dorcas  
Corbie) was really splendid, her inter-  
pretation of her somewhat difficult role  
being one of the features of the entertain-  
ment. Miss Florence Hamer's "Niobe"  
was a finished performance, her posing in  
particular being good, and her acting was  
excellent. The other characters did not  
have so prominent a part as those men-  
tioned, and naturally they suffer by com-  
parison. To-night the Company will  
present "The House in Order," and to-  
morrow night the evergreen "Charley's  
Aunt."

The Paris correspondent of the Times  
wrote recently:—"The formal transfer from  
the French to the Italian protectorate of a  
certain number of Italian religious orders  
has taken place in virtue of an agreement  
between France and Italy at the end of  
1905, by the terms of which it was  
decided that "religious orders which made  
the 'spontaneous request' could pass  
under the Italian protectorate after in-  
vestigation by and an understanding  
between the two Governments. The  
Home correspondent of the Times says—  
"This change which had its origin in the  
anti-Clerical policy of the French Govern-  
ment, has been favoured and assisted by  
the Vatican, which, until after the death  
of Leo XIII., had for so long jealously  
guarded for France her traditional  
privileges. When these privileges were  
suddenly renounced by the French Govern-  
ment, Pius X. intimated to the Italian  
Government that their natural protector was  
the Kingdom of Italy, and encouraged their  
application to Italian representatives for  
the future defence of their interests."

**A JAMAICAN LADY SPEAKS HIGH-  
LY OF CHAMBERLAIN'S  
COUGH REMEDY.**

MRS. Michael Hart, wife of the apper-  
tendant of Oxt Service at Kingston,  
Jamaica, West Indies, says that she has for  
some years used Chamberlain's Cough Re-  
medy for herself, and that she has found it  
very beneficial. She has implicit confidence in it  
and would not be without a bottle of it in her home. Sold  
by all chemists and storekeepers.

**BY TELEGRAPH.**

**THE WATERLOO CUP.**

**WON BY LONGSPAN.**

(Exclusive Service, supplied by Reuter,  
via Bombay.)  
LONDON, February 23.

The Waterloo Cup has been won by  
Sir Robert Jardine's Longspan, who  
defeated Glenbridge in the final round.

**THE TRANSVAAL.**

**COMMENT ON THE ELECTION.**

(Exclusive Service, supplied by Reuter,  
via Bombay.)  
LONDON, February 23.

In discussing the results of the  
Transvaal elections the English news-  
papers point out that the country has  
placed its confidence entirely in the  
hands of our antagonists in the late  
war.

The Liberals, however, are hopeful  
of the result believing that the success  
of the Dutch will contribute towards  
the disappearance of racial animosi-  
ties.

[REUTER'S SERVICE.]

**THE "BERLIN" WRECK.**

**Strenuous Efforts to Rescue.**

LONDON, February 22.  
The life boat made continual desperate  
efforts yesterday evening to reach the  
wreck of the "Berlin," on which several  
persons were visible and their cries  
audible.

Communication was established three  
times but each time the rope snapped.

**Eleven Lives Saved.**

LATER.  
Eleven persons were saved from the  
wreck of the "Berlin," viz, five of the  
crew, two ladies of the Opera Company,  
and four gentlemen, the latter including  
Mr. Brodersen.

Prince Henry of Prussia motored to the  
Hook and twice approached the wreck in a  
lug.

**Women Still on Board.**

LONDON, February 23.  
Two women, opera singers, and a nurse,  
are still on the wreck, too feeble to clasp  
the life line; one has a broken arm.  
There is very little hope of a rescue.

**THE AMBASSADOR TO THE  
UNITED STATES.**

LONDON, February 22.

Mr. Bryce has arrived at Washington.

**GALE ON THE CONTINENT.**

**Wreck in the North-West.**

LONDON, February 22.

A furious gale continues on the Western  
part of the Continent.

A Norwegian three-master is ashore on  
the coast of Denmark, and 18 of the crew  
have been drowned.

**OPIUM.**

**CURTAINING SALES IN INDIA.**

We have been informed that a telegram  
was received in the Colony yesterday  
morning to the effect that the Indian  
Government have declared that the quan-  
tities of opium to be sold at the monthly  
Public Sales at Calcutta from July next  
will be 200 chests of Patna and 200 chests  
of Benares less than at present.

The total sales for the year July 1906 to  
July 1907, will be 52,800 chests, as against  
48,000, which will be the number sold  
yearly in future until the Indian Govern-  
ment make some further change.

It is not known whether the Indian  
Government has made this move with the  
intention of ultimately stopping the opium  
traffic; or with the object of curtailing  
sales. At the same time the news  
has caused considerable excitement in the  
opium market and prices have risen consi-  
derably.

SAN FRANCISCO, February 19.—The salary  
of The Honorable James Bryce, the new  
British Ambassador to Washington, has  
been fixed at \$50,000 (gold) a year.

SAN FRANCISCO, February 19.—The com-  
promise on the school question in San  
Francisco, provides that no Japanese over  
sixteen years of age may enter the public  
schools with American children.

**RHEUMATIC PAINS QUICKLY  
RELIEVED.**

THE excruciating pains characteristic of  
rheumatism and sciatica are quickly  
relieved by applying Chamberlain's Pain  
Balm. The great pain relieving power of the  
ointment has been the surprise and delight  
of thousands of sufferers. The quick relief  
from pain which it affords is alone worth  
many times its cost. For sale by all chemists  
and storekeepers.

**BY TELEGRAPH.**

**CHINA AND REFORM.**

**YUAN SHI-KAI'S RECOMMEN-  
DATIONS.**

**Accepted by Councillors.**

(From Our Correspondent.)

SHANGHAI, February 23.

The Councillors of the Internal Re-  
form Board at Peking have accepted  
Yuan Shi-kai's recommendations and  
have refused Chang Chi-tung's propo-  
sals with reference to provincial gov-  
ernment.

The principal departments in the  
recommendations of Yuan Shi-kai  
are:—

1. Wai-Wu-Tao (Department of  
Foreign Affairs.)

2. Ming-Cheng-Tao (Domestic  
Affairs.)

3. Li-Tao (Civil Appointments.)

4. Tu-Chih-Tao (Financial Affairs.)

5. Chun-Tao (Military Affairs.)

6. Fa-Tao (Punishments.)

7. Hsueh-Tao (Educational Affairs,  
to which is attached Li-Tao—Board of  
Rites and Ceremonials.)

8. Neng-Kung-Sang-Tao (Agricul-  
ture, Works and Commerce.)

9. Yu-Chuan-Tao (Posts and Com-  
munications.)

The directors of these departments  
will be considered as chief secretaries  
of the Viceroy, Governor, etc.

Their title will be Sun-Shih-Kuan,  
that is, consulting official under direct  
control of the Viceroy.

**CANTON-HANKOW  
RAILWAY.**

**TANG-SHAO-YI AS MEDIATOR.**

(From Our Correspondent.)

SHANGHAI, February 25.

Chou Fu, the Viceroy of Canton,  
telegraphed a memorial to the Throne  
asking for the despatch of Tang Shao-yi,  
Minister of the Waiwu, to Canton to  
settle the difficulties in connection with  
the Canton-Hankow railway question.

The Memorial has received the sanc-  
tion of the Throne and Tang Shao-yi is  
expected to leave Peking for the south  
immediately.

**OBITUARY.**

**SYDENHAM MOUTRIE.**

(From Our Correspondent.)

SHANGHAI, February 25.

Sydenham Moutrie died on Saturday,  
in the Hospital.

(Mr. Moutrie was the founder of the  
firm of S. Moutrie, Limited, and has been  
in the East for a great number of years  
being highly respected. He was born in  
some little time—Ed., O. M.]

**RUSSIA IN THE NORTH.**

**TROOPS EXPECTED TO  
WITHDRAW.**

(From Our Correspondent.)

SHANGHAI, February 25.



### THE DOCK COMPANY.

#### Ordinary Yearly Meeting.

The ordinary yearly meeting of the Hongkong and Whampoa Dock Company was held at the Company's offices at noon. Sir Paul Chater, O.M.C., was in the chair, and there were also present:—Hon. Mr. W. J. Glesson, Messrs N. A. Slade, E. Goetz, A. Haupt, H. F. White, D. W. Craddock, G. H. Modder, J. S. Van Buren, S. Silverstone (Directors); W. Wilson (Acting Chief Manager), J. L. Rose (Secretary), G. de Olaypoux, A. G. Wood, T. Skinner, H. Percy Smith, W. C. Jack, E. J. Moore, W. Parlane, D. E. Ellis, S. H. Michael, A. Denison, E. Goetz, S. J. Mitchell, W. H. Wickham, R. J. Audap, J. R. Briggs, H. Fook, A. G. May, Chai Siu Ki and Chai Leep Chai.

The Chairman—Gentlemen, the report and statement of accounts having been in your hands for some days, I will, with your permission, take them as read. The net profit for the half-year ending 31st December, 1906, amounted to \$369,596.36 as compared with \$403,216.44 for the first six months of the year, and \$171,649.63 for the corresponding period of 1905. To this must be added the sum of \$392,087.38, the balance brought forward from last account, and after deducting Directors' and Auditors' fees we have available for appropriation the sum of \$750,933.74 which your Directors propose, subject to your approval, to deal with as follows:—To pay a dividend for the half-year of 12 per cent. or \$9 per share, amounting to \$390,000; to place \$50,000 to the credit of a special account to be called "No. 1 Dock Extension Account," and to carry forward the balance \$1,033,74 to a new account. Appropriations which will, your Directors trust, meet the wishes of the shareholders. While in view of the disastrous typhoons which occurred in September last, and the vast amount of work for the company resulting therefrom, it may at first sight appear that our earnings for the past six months are somewhat less than might have reasonably been expected, it must be borne in mind that the whole of this work has not yet been completed, and consequently the period now under review does not represent the full benefit thereof; several large repairs jobs remain yet to be done and the profits arising therefrom will come into the accounts for the current six months, and while on this subject it may be interesting to you to learn to what extent we ourselves suffered by these same typhoons. Gentlemen, I am pleased to state that the amount of damage done to your property was comparatively slight, amounting in all only some \$53,800. Two of our launches were submerged; they have since been raised and fully repaired at a cost of \$9,200, which sum has been passed to the credit of Marine Insurance Account. The Caissons, Sea-walls, Wharves, Buildings, etc., at our three establishments sustained damage to the extent of about \$44,000; of which \$27,132 has already been paid for repairs executed and passed to the credit of Working Account, leaving \$17,468 to be expended during current six months; taking into consideration the tremendous havoc wrought by the blow of the 18th September throughout the Colony, but more particularly on the Kowloon side, I think it is a matter for congratulation that we escaped without sustaining far heavier damage. The tonnage of British and Foreign men-of-war docked during the past six months shows a decrease of 73,600 tons, a falling off largely attributable to the arrival in the Philippines of the Floating Dock, not a single American vessel having come to us for docking since then. On the other hand the tonnage of merchant vessels shows an increase over the previous six months of some 19,088 tons, the tonnage docked since 1st July being for this class of vessel, 468,399 tons. While we have not been engaged in the construction of any large vessels lately, a glance at our report will show that we have not been idle in the building yard, quite a number of small craft having been turned out and others are now nearing completion; this work, together with the repairs to the numerous vessels damaged in September last, has kept us fully employed for months past. Towage and Dredger accounts you will be pleased to see once more on the right side of the accounts. The value of "materials on hand" is about the same as in the last account, while work in progress shows an increase of about \$22,000. The purchase of the land at Kowloon referred to at our private meeting in August last is completed, and we have now under consideration tenders for the work of removing the hill and lengthening the No. 1 Dock. We propose carrying on this work with our own staff, and as I have already mentioned, recommended passing the first sum of \$50,000 to an account specially to defray the cost of this undertaking and we hope to be able to carry it through without making any call upon shareholders for increased capital.

Before moving the adoption of the report and accounts I shall be pleased to answer to the best of my ability any question you may wish to ask.

There being no questions the Chairman moved the adoption of the report and accounts.

Mr. A. G. Wood—Mr. Chairman, I have much pleasure in seconding this resolution, which must I think be considered satisfactory. It is also satisfactory to learn that we suffered comparatively so little loss from last September's typhoon, while there is still an amount of work in hand arising from that calamity, with pleasure you have told us about the dock extension now being taken in hand. Many may perhaps agree with me in regretting that we are at the commencement of the work instead of at its completion; we would then have been in a position to meet the increased competition we have to expect. I understand that Sir Paul Chater is vacating the chair which he has occupied for four years so I ask you to join me in thanking him for the valuable services he has rendered to the company and in hoping that his successor's labours in the chair will continue to promote its success. I do not know that I can suggest a more efficient appointment than the fact that at this time last year our shares were quoted at \$163 and now they are at \$140. I have much pleasure in seconding the motion.

The motion was carried.

The appointment of the Hon. W. J. Glesson and Mr. D. W. Craddock to the Directorship was confirmed on the motion of Mr. E. Goetz seconded by Mr. A. Haupt.

Messrs N. A. Slade and the Hon. Mr. W. J. Glesson were re-elected Directors on the motion of Captain Clarke, seconded by Mr. Jack.

Messrs H. F. White and H. Percy Smith were re-elected auditors on the motion of Mr. Parlane, seconded by Mr. H. Fook.

The Chairman—Dividend warrants will be ready to issue. Thank you for your attendance.

### A LIBEL ACTION.

#### Question of Costs.

In the Supreme Court this morning His Lordship the Chief Justice gave judgment on the application of Mr. M. W. Slade with regard to the libel action—*Vip. Yee v. the Man U Tong* (in liquidation) and *Mr. A. B. Lowe* (liquidator).

The Chief Justice pointed out that the procedure in adding the liquidator as a party to the action was wrong, and that the steps taken subsequently should be cancelled. The company was being wound up voluntarily and the liquidator had applied to the Court for directions. The Chief Justice then reviewed the facts. The plaintiff alleged he was libelled by the defendant company, and the latter went into liquidation, with assets about \$4,000. If plaintiff succeeded the damages would likely be heavy and he had not the slightest chance of recovering. The Chief Justice already had made an order for security; that the liquidator must not distribute the funds in his hands. Plaintiff was thus protected to this extent, but it was very small. The Chief Justice at first thought the newspaper—the *China Times*—was going to plead "newspaper defence" and that the plea of justification had been put forward by the writers of the article, but it had since transpired that the newspaper accepted full responsibility, that the libel was deliberate and was to be pushed home to the fullest extent. The funds for the defence were to be found by the parties who wrote the libel, but in case of plaintiff succeeding he would be blocked by the liquidation. Such a course the Chief Justice declined to sanction and he directed that the liquidator should not continue the defence in so far as the question of justification was concerned unless he had deposited in his hands sufficient to cover the costs of both sides. He was of opinion that where a special jury was essential it was the defendant's duty and that the security should be put up by him, but in this case he directed that the trial could be by common jury. The liquidator's costs were directed to be taken out of the funds in his hands.

### ALLEGED IMPERSONATION.

#### A Dead Man's Property.

Li Fuk, the son of Li Chai, alias Li Ting Pan, from whom he inherited certain property in Hongkong, died in Canton in November, 1901, and by his will appointed his mother Cheung Shi, alias Li Cheung Shi, executrix. Almost five years later, April 27, 1906, probate of the will was granted to Cheung Shi, but it was subsequently discovered that during the previous month a mortgage had been registered against the property, which was a house in Wing Lok Street, in favour of Ma Fu San. Cheung Shi, knowing naught of the mortgage, and being the legal representative of Li Fuk, deceased, naturally made inquiries and objected to the mortgage, endeavouring to have it annulled. Ma Fu San on being found protested, in turn, declaring that the mortgage was valid and pointed out that a man who professed to be Li Fuk and who, as far as he knew to the contrary, was Li Fuk, had borrowed \$10,000 from him on the strength of the mortgage. Neither side would give way and at last the matter was placed in the hands of solicitors, with the result that the case came on for hearing at the Supreme Court this morning before His Lordship Sir Francis Pigott (Chief Justice). Mr. M. W. Slade (instructed by Mr. F. P. Holt) represented Cheung Shi; Sir Henry Berkeley, K. C., and the Hon. Mr. E. B. Pollock, K. C., (instructed by Mr. C. F. Dixon) appeared on behalf of Ma Fu San. Cheung Shi asked for a declaration that the mortgage was null and void, that the instrument be cancelled and that the registration of the mortgage in the Land Office be expunged. The defendant (Ma Fu San) appeared to support his story.

In opening the case Mr. Slade remarked that Cheung Shi was one of the wives—the fourth—of Li Ting Pan.

Sir Henry Berkeley—The concubine, not the wife. Chinese have wives as well as concubines.

Mr. Slade—I do not know whether my friend is "up" in Chinese marriages. She was the fourth wife.

Sir Henry—No, she was the third concubine.

Mr. Slade—No matter what she was, she bore that relation to Li Ting Pan, who was partner in the Tung Shing Wah oil shop, Des Voeux Road. Li Fuk was Cheung Shi's eldest son and when Li Ting Pan died he left certain property—the remaining portion of Marine Lot 103—to his two sons. In 1896 the two boys—for they were then children—made a co-assignment to each other, so that each became the sole possessor of one of the houses on the lot. There were two houses on the lot, held jointly by the two sons. This was the position of affairs when Li Fuk died, and his mother became his executrix.

Evidence was led, and the further hearing adjourned.

### THE BUILDING ORDINANCE.

#### Necessity of Submitting Plans.

In the Supreme Court this morning before His Lordship Sir Francis Pigott (Chief Justice) and His Honour Mr. A. G. Wood (Puisne Judge) an appeal case with regard to the Public Health and Building Ordinance (No. 1 of 1903) came up again for consideration.

Hon. Mr. H. H. J. Compertz (Attorney-General) appeared for the Building Authority and Mr. M. W. Slade (instructed by Mr. D. V. Stevenson) for the respondent. The appeal consisted of two arguments brought by the Building Authority against Fung Chai Yuen in respect to certain houses in Hill Road. On July 18, 1906, respondent (Fung Chai Yuen) was before Mr. F. A. Hazledorn at the Magistrate's charged, under sections 230 and 230 of the Public Health and Building Ordinance for neglecting to comply with the requirements of a notice of June 29, calling upon him to remove wrought iron partitions from the premises in Hill Road. Mr. Hazledorn held that the notice was valid and did not refer to the section of the Ordinance alleged to have been contravened. The respondent was convicted for contravention of section 232, subsection 1, for having commenced the building without submitting proper plans to the Building Authority and getting his approval; therefore, he was fined \$100. On October 16, 1906, the Building Authority preferred another complaint against the respondent under section 230 for neglecting to comply with the requirements of a further notice of September 8 requiring him to remove the whole of the iron partitions which were erected in contravention of section 232.

Mr. Hazledorn found in favour of the defendant, remarking that in construing a statute the scope and object had to be taken into consideration and in this case the safety of the subject. If you were going to restrict the subject and take away any of his common law rights you must do so in plain language. The commencement of a building, the plans of which have not been deposited with the authority, was not a nuisance within the meaning of Section 232, and he made an order that the summons be dismissed.

This was appealed against by the Building Authority and Fung Chai Yuen put in a counter appeal, raising the question of jurisdiction.

The Puisne Judge, after reviewing the proceedings, pointed out that the fact that the plans had subsequently been put in but not approved must be taken into account, and there were reasons for not approving them. He was of opinion that the case was not to be taken to subsequent proceedings and that Fung Chai Yuen should have obeyed the second order to abate the nuisance.

On the first point the Magistrate was wrong, but on the second he was right and the matter should be referred back to him. Mr. Slade pointed out that on the second point *res judicata*—he was stopped by the Court before he had completed his argument. Three sentences after he had commenced, in fact, he had prepared an elaborate case and was ready to go on with it.

After argument the point was allowed to stand over until the magistrate had dealt with the first point.

### SOCIAL AND PERSONAL.

We understand that the Commissioner of Customs at Canton, Mr. F. J. Mayers, goes away on holidays early in March. He will be temporarily relieved by Mr. T. Moorehead, acting Deputy Commissioner, but Mr. Paul King, who is at present at Ichang, will ultimately fill the vacancy.

### CHINA FIRE INSURANCE CO.

The following is the report of the Directors of the China Fire Insurance Co., for presentation to the shareholders at the thirty-eighth ordinary meeting to be held at the Company's offices on Thursday, March 7, at 12 o'clock noon:—

The Directors have now the pleasure to submit their Annual Report and Statement of the Company's Accounts made up to 31st December last.

1907.—The Balance at Credit of Working Account as per last Report was \$344,098.38. Add Premiums since received \$23,427.28. \$367,525.66. Deduct Claims paid in 1906 \$91,070.00. Return Premiums, &c., &c. 15,025.16. 106,095.21.

Balance of Profit \$261,431.05. It is proposed to apportion this sum as follows:—

Dividend of 35 and Bonus of \$3 per share on 20,000 shares... \$160,000.00. To add to Investment Fluctuation Account... 5,000.00. To add to Extra Reserve Fund, which will then stand at \$350,493.55... 90,881.63. Bonus to Office Staff... 5,469.42. \$261,431.05.

1906.—The Balance at Credit of Working Account at the close of this year was \$362,980.63, which is a satisfactory increase compared with the previous Report.

Directors.—Messrs E. Shollin, R. Shaw and H. W. Slade resigned their seats on leaving the Colony and Messrs D. M. Nisim, A. Babinington and G. Balloch were appointed to fill the vacancies. On the return of Mr. R. Shaw, Mr. A. Babinington and the former secretary was invited to rejoin the Board. These appointments will require the confirmation of the shareholders.

Messrs A. G. Wood and E. Goetz retire by rotation, and, being eligible, offer themselves for re-election.

Directors.—Messrs W. Hutton, F. P. Jones and A. R. Lowe have audited the accounts and offer themselves for re-election.

A. HAY, Chairman.

### CANTON TRADE.

#### An Emporium Wanted.

(From a Correspondent.)

Canton, Feb. 23.

It appears that certain Canton merchants have been petitioning the Viceroy and urging him to sanction the building of large godowns on Honam opposite Canton. He has sent the petition to the Boards of Agriculture and Public Works. According to the plans of the merchants, these godowns are to be large, and there are to be roads built, so that when the railway is opened, this shall be the great central depot for all kinds of merchandise.

It is pointed out that there will converge the commodities from Yunnan, Kwei Chau, Ex Chuan, Kung Nam, Kwang Sai, Hupoh, and Bunan. Also all trade from Hongkong and over seas shall be shipped to this great centre, and thence shall be distributed by railway to all the internal cities of the various Provinces.

The Viceroy himself does not, at present, appear to offer any opinion on this ambitious project, but contents himself by handing the proposition over to these two Boards that they may examine into the scheme, and report thereon to him. It is certainly a fine scheme, and if it is carried out it shows that the Chinese merchants of Canton, notwithstanding the present attitude of the railway finances, have no doubts about the future.

### MANILA'S LABOUR LAWS.

#### Case in London.

Before the Lord Chief Justice and a Special Jury at the King's Bench Division the Manila Railway Company, Ltd., was sued by Horace Woodington and Victor Charles Rae.

This case arose out of the law in the Philippines Islands against the importation of foreign labour under contract. The plaintiffs, Horace Woodington and Victor Charles Rae, are working engineers, and, according to their case, they were, about the end of 1904, engaged by the Manila Railway Co. (limited) to proceed to Manila as foremen platelayers, the engagement being for two years, at £200 a year. The plaintiffs went to Manila, and they said that when they got there the manager of the defendant company absolutely refused to engage them. They also discovered that the agreements were contrary to the laws in force in the island with regard to the importation of labour, and in consequence of their presence becoming known they were assaulted by some Americans, both of them being knocked down. They were regarded as blacklegs and they came to the conclusion that the sooner they got out of the town the better. They decided to go to the nearest British port, Hongkong, and they arrived there without any money. They got into trouble over the Yagmuts Law of that place, and were put into prison, and made to pick oakum. After being in prison for some time, they were eventually helped by some charitable persons, and enabled to return to England. They accordingly brought their action to recover damages for alleged breach of contract, and misrepresentation, to the effect that the company were in a position to carry it out.

The defendants denied that any contract was entered into, and said that the position of affairs in Manila as to the Labour Law was fully explained to the plaintiffs. The defendants fully understood that it was the well known law of Manila that no man could be brought into the country under a contract. The defendants had a number of men, and they put the position plainly before the plaintiffs. They said that they would lend Woodington and Rae sufficient money to proceed to Manila and bring them back, and they were both handed £70. Having lent them the money for which they now claim, the defendants said that they now claimed, the defendants gave them letters requesting their manager in the island to employ them. The plaintiffs were told that the defendant company could not enter into a binding contract in this country, but they were given a reasonable assurance of employment. The defendants' Manila manager suggested that when the plaintiffs presented themselves at his office in the morning they appeared to be suffering from the effects of drink, and grumbled at the rate of pay, which they said was not high enough considering the cost of living. They were told that if they were with it they would be increased after a time. The plaintiffs left, and never appeared at the office again.

The defendants denied that they were under the influence of drink at half-past nine in the morning, and Rae said that he had been a lifelong abstemious. They also denied that they complained of the rate of pay. In addition to the letters given them, they said that there was a verbal contract that they should be engaged there and then in London.

Mr. Crispie, K. C., and Mr. Cockle (instructed by Messrs. Andrews and Anderson) appeared for the plaintiffs, and Mr. Bankes, K. C., and Mr. C. C. Scott (instructed by Messrs. Bischoff and Co.) for the defendants.

The jury retired to consider their verdict about three o'clock, and at a quarter past four returned in court that they were agreed that a contract was made, but not as to which party broke it. Ultimately, at five o'clock, they again came into court, and the foreman said, "We find the contract was made. Verdict for the plaintiffs, with a farthing damages in each case" (laughter). Judgment stood over.

### SOUND ADVISOR.

NEVER neglect a bad cold. You can not tell how it may result. A simple home remedy will often bring relief and should not be ignored, but there is nothing so reliable as Chamberlain's Cough Remedy. It is well known for its quick cure of coughs and colds. For sale by all chemists and druggists.

### SPORTING.

#### Yachting.

NOTAL HONGKONG YACHT CLUB.

Yachting had another boisterous day yesterday. A strong north-easter prevailed and warranted a reef to make sailing comfortable, but the fleet of the Royal Hongkong Yacht Club read their eighth club race fully canvassed. The course was from the Police Pier, Kowloon, to a markboat of Green Island, Trocas Rock, the starting line markboat, North Fairway Buoy and home. In both the Championship Class and the one-design class all boats started and the racing was keen. Vernon winning in the Champions and Kathleen in the One-Designs.

CHAMPIONSHIP CLASS.—Dione and Maudie got the best of the start from Vernon, but a junk forced Dione out of her course and before long the three boats were running "neck and neck" with their booms to port. When about half way to the mark the three boats gybed and Vernon took the windward position, with Min in the centre and Dione on the outside. Vernon when approaching the mark gybed again, and Dione getting beat, mainsheet fouled in a block just as she was about to gybe, over-shot the mark and thus let Vernon into first place with a considerable lead before the west of Stonecutters was reached. She rounded the Trocas Rock over a minute ahead of Dione, with Maudie in the rear, and the close-hauled stretch to the starting line markboat saw no alteration in positions. Vernon slightly overtook the mark and Dione caught up somewhat. The run to the Fairway Buoy was uneventful, Vernon being about a minute ahead in rounding. Standing away on the starboard tack Vernon sagged to leeward, and when Dione went about again it was clearly to be observed that she had considerably gained on Vernon. Both boats stood in for the Yaumatei shore and made short tacks, Dione drawing up so close to Vernon that it looked as if she was going to beat her. However Vernon managed to keep ahead until close to the line when she went about to close the mark a little too soon, thinking she could catch the mark. This she could not do and had to call to Dione for water, which was promptly given. Vernon went about with Dione and managed to get across the line just five-fifths of a second ahead. The official time at the finish was as follows, the race commencing at 11.30:—

hr. min. sec.  
VERNON..... 1 46 37  
DIONE..... 1 48 37  
MAUDIE..... 1 49 22

ONE-DESIGN CLASS.—The starting gun misfired, caused Min to lose a leading position, and almost led to the wrecking of Sprite. Min, in the best position, was forced to go about on the pier, and Sprite just had room to cross when the gun did go, and after an excellent start straightway got into trouble with a sampan which left the Praya just as the gun went. With the greatest difficulty the sampan was avoided, but a moored lighter was dead in the way a few yards off. Sprite's sails were full and she tore past the stern of the sampan at a great rate and looked like being in for a bad collision with the lighter, but as luck would have it she just managed to save injury to herself, though she got caught on the anchor rope of the lighter and was held up. She was then forced about in a corner, and ultimately got before the wind with her boom so dangerously to windward that a sudden gybe looked probable. Monette, Kathleen and Colleen made pace and they got a lead from the other boats which they maintained throughout. The run to the first mark was uneventful save that Min pulled up on the leaders, and Kathleen rounded first just ahead of Colleen, with Min about a minute and a half astern, Sprite three minutes away and Bonito about three and a quarter. A starboard tack through bumpy water-fetched Trocas Rock, Colleen overtaking Kathleen in the rounding, with Sprite a little closer on Min, and Bonito further away. Beating on the port tack ensued for the mark boat at the starting point, and except that Colleen increased her lead on Kathleen there was no other change. Positions were the same on the run to North Fairway Buoy, Min drawing up, but the beating back to the line saw Colleen overtake the mark and let Kathleen into first position. Min took the same course as the two other boats, but Sprite and Bonito, being astern, tried for a fluke, Sprite working the central channel, and Bonito going right across to Hongkong. Sprite did not gain anything and finished fourth, but Bonito was set back so much that she did not finish. Kathleen had a substantial lead at the line, and Colleen and Min finished with very little between them, second and third respectively.

The race started at 11.40, and the official finishing times were:—

hr. min. sec.  
Kathleen..... 2 06 26  
Colleen..... 2 06 59  
Min..... 2 07 37  
Sprite..... 2 13 22  
Bonito. Did not finish.

According to Y.R.A. rules a no-race should be declared as the starter failed to haul down the Blue Peter when the gun misfired. In fact he had to run from the wharf edge to the waiting room for a cartridge after the first misfire so he must have been considerably late. Had the gun gone to time Min would have got away with a good lead, and Sprite would not have got into trouble.

### CHINA MAIL CUT.

The cut presented by the CHINA MAIL for one-design boats of the Club was rounded round a ton-mile course—Lyonswood Beacon, Moysa's East Buoy, Kowloon Rock and home. Two previous attempts had been made to sail the race but lack of wind prevented a decision being come to, and yesterday

there was too much, the little boats being tried to their utmost. Ashore (reefed) crossed the line too soon and had to return, Gael, Ariel (reefed), Nina, Joan (reefed), Mota (reefed) and Fas (reefed) crossed the line close together, and in the thrush to windward against strong squalls Nina and Gael drew away from the rest. The wind lightened somewhat off Quarry Bay and Ashore and Ariel shook out their reefs. Hard squalls were experienced near the Beacon, which Nina rounded to first, with Gael close up, followed by Ashore, Joan, Ariel, Mota and Fas. No chance in places took place on the run to Meyer's East Buoy but the wind freshened considerably and gybing was dangerous. Ashore, sailed by Mrs. Shephard, was in a very awkward position the mainsail wrapping round the mast, the boom being at an angle of 45 degrees from the deck. There was every likelihood of a capsize, the boat being broadside on to a heavy sea, but the small boy who constituted the crew let the halyards go and the sail was got down and up again and the race continued. Joan tacked round the mark, but Ariel also took charge and got so far out of her course that it was decided to discontinue in the race. Mota followed on the course, but Fas gave up. On the way to the rock water was plentiful on board and everyone was drenched. Nina rounded first, but went to starboard instead of port, and missing stays in an attempt to return drifted on to the mark, and then hauled her flag down. Gael, having a long lead, was left to finish the race alone, Ashore, Joan, Nina, and Mota—who gave up before the rock was reached—going back to moorings. Gael finished at 12 minutes 45 secs. after one o'clock. The race did not start in the race, not having sailed in the first race for the cup.

### Motor Boats.

Under the auspices of the Corinthian Yacht Club another race for motor boats was held. Three boats started, the Felling, Vital Spark and Coe-ee. Gem did not arrive in time, and Signal's accumulator having given out was unable to start. The finish was in the order named. The winning boat, Felling, is a new craft built by Ah King, and did very good time, behaving very well in the choppy sea. Vital Spark is a good sea boat, but her lines are not quite fine enough to get the best results from the motor. The Coe-ee for a small boat did the course in very good time, and with a fair handicap should score some points.

(Continued on Page 8.)

### THE U. S. AND JAPAN.

#### The Proposed Agreement Criticised.

TOKYO, February 19.

The House of Representatives at Washington has passed President Roosevelt's amendment of the Immigration Bill by a large majority.

The authorities at Tokyo declare that they have consented to the principle of restriction being placed on the immigration of Japanese into America, but they have not yet consented to the amendment as passed by the United States Congress. The actual application of this amendment depends on diplomatic negotiations which have not yet been opened.

The Japanese in Hawaii are telegraphing strong protests to Washington and Tokyo. Some of the Tokyo papers point out that the Bill passed by Congress is more illegal than the Segregation Act of California.

### CANTON'S WATER SUPPLY.

#### Work Proceeding.

(From a Correspondent.)

CANTON, Feb. 21.

It appears that, though the outside public sees but little of the preparations, that the new water works are being pushed forward in order that Canton shall have its reservoir, and its fresh water supply. It has been decided both by the officials and the merchants, who are interested in the concern, that the new reservoir is to be built at Tsang Po. From there the water will be brought direct to the Kan Cheung Shan monastery, and thence will be branched off and carried direct into the city. The big pipes are being purchased from Kongsan, where the Viceroy held office before he came to Canton. The machinery is being purchased in England, and some of it at least has already arrived at Hongkong. Some of the smaller piping is to be made in Kwangtung.

The report indicates that by the middle of the autumn of this year things will be well afoot, and thereafter as soon as they be Canton will have what she has never yet been able to command, a full supply of fresh and good water.

### WEATHER REPORT.

The following notice is issued by Mr. Bigg of the Hongkong Observatory:—

On the 25th at 11.55 a.m.—The barometer has fallen over S. China and E. Japan. Pressure is highest over Central China, and gradients are moderate to slight.

Fresh to moderate monsoon may be expected in the Formosa Channel and the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches. Forecast for the 24 hours ending at noon to-morrow.

### FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: E. winds, fresh; fair.  
2.—Formosa Channel: N.E. winds, fresh to moderate.  
3.—South coast of China between Hongkong and Lamouke: Same as No. 1.  
4.—South coast of China between Hongkong and Hainan: Same as No. 1.

## THE ROBINSON PIANO COMPANY, LTD.

### THE MINIATURE GRAND BY 'STEINWAY'

is a work of creative art which stands alone—unqualifiedly THE BEST.

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by all other Leading Makers

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PRESENT RATE OF

EXCHANGE.

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### and CREAM LIQUEUR.

Most Delicious, Highly Nutritious and Excellent in Flavour.

We solicit the favour of a

visit and invite you to sample

this most popular Liqueur.

Per Bottle... ..\$2.50

Per 1/2 "..... 1.50

SOLE AGENTS:

## H. PRICE & CO.,

WINE & SPIRIT MERCHANTS.

12, QUEEN'S ROAD CENTRAL.

### Mining in KWANGTUNG.

(From a Correspondent.)

CANTON, Feb. 21.

The Viceroy of the Two Kwang recently telegraphed to the Viceroy of the Leung Kiang, and requested that two mining experts, Chih Sai and Ching Twan, as well as some mining students, be sent forthwith to Kwangtung, in order to seriously take the question of mining into consideration. The answer, however, is not quite satisfactory to the Canton Viceroy.

It appears that within the jurisdiction of Tsan, the Viceroy of the Two Kwang, there are preparations being made to open mines, and therefore the Viceroy has been unable to accede to the Canton Viceroy's request. He cannot spare the men in question for he has no others to take their place, and his work is imperative. On the other hand the mining students are to be sent almost at once, so that after all something may be done in this important industry.

There are evidences that the Chinese officials are alive to the great future that is before them in this regard, and the most enlightened of them are interesting themselves to start what they know will be a paying concern, both for themselves, and for the people who work the mines.

The December Chinese Recorder and Missionary Journal contains an article



## Shipping.

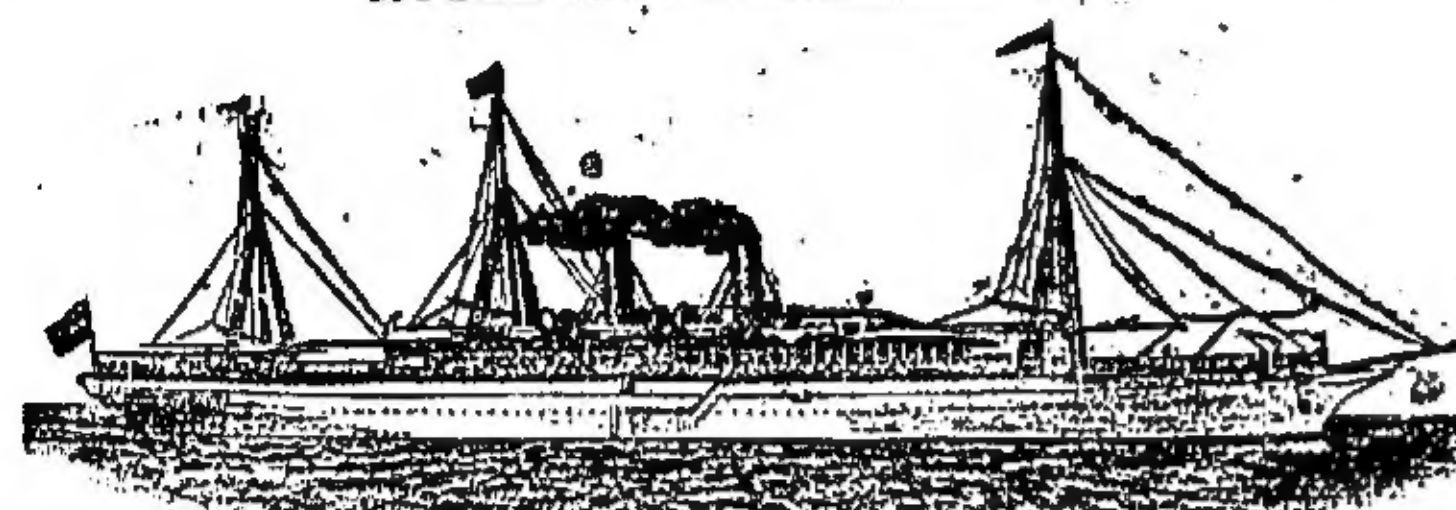
## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

DESTINATION	STEAMER	TO SAIL ON	REMARKS
MARSEILLES, LONDON, NYNZA	AND ANTWERP	Capt. H. S. BRADSHAW	About 28th Feb. Freight and Passage.
SHANGHAI, MOJI, KOBE, NILE	AND YOKOHAMA	Capt. E. P. MARTIN	About 1st March. Freight and Passage.
SHANGHAI	MAITA	Capt. R. A. PIERCE	About 8th March. Freight and Passage.
LONDON, via CUBA PORTS	DELHI	Capt. J. D. ANDREWS	Next, 9th March. Freight and Passage.

P. & O. S. N. Co.'s Office. E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific is the 'EMPRESS LINE'. SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA TO VANCOUVER. 18 DAYS HONGKONG TO VANCOUVER.

PROPOSED SAILINGS.	STEAMERS	TO SAIL ON	REMARKS
R.M.S. MONTEAGLE	6163 Tons	WEDNESDAY, Feb. 27	March 23.
EMPRESS OF JAPAN	6000 Tons	THURSDAY, Mar. 1	April 1.
TARTAR	4425 Tons	WEDNESDAY, Mar. 27	April 20.
EMPRESS OF CHINA	6000 Tons	THURSDAY, April 11	April 29.
ATHENIAN	3882 Tons	WEDNESDAY, May 1	May 27.
EMPRESS OF INDIA	6000 Tons	THURSDAY, May 3	May 28.

EMPRESS' Steamers will depart from Hongkong at 4 P.M. Intermediate Steamers at 12 Noon.

THE QUICKEST ROUTE TO CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at St. John, N.B., with the Company's new postal 'EMPRESS' Steamship, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

Let Class Railways. 1. 240. 2. 242. R.M.S. MONTEAGLE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information Maps, Routes, Handbooks, Rates of Freight and Passages, apply to: D. W. CRADDOCK, General Traffic Agent for China, CORNER PRINCE STREET and PRINCE, Opposite Blake Pier.

## NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

## PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	SAILING DATES
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADU MARU, Capt. Geo. Anderson, Tons 6227	WEDNESDAY, 6th Mar., at Daylight.
VICTORIA, B.C., AND SEATTLE, WASH., via SHANGHAI, MOJI, KOBE & YOKOHAMA.	BINGO MARU, Capt. F.L. Sommer, Tons 6247	WEDNESDAY, 20th Mar., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	SHINANO MARU, Capt. K. Kawara, Tons 6388	TUESDAY, 5th March, at 4 p.m.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	TANGO MARU, Capt. A.E. Moses, Tons 463	TUESDAY, 19th March, at 4 p.m.
KOBE AND YOKOHAMA.	KUMANO MARU, Capt. N. Matheson, Tons 6076	FRIDAY, 22nd March, at Noon.
	YAWATA MARU, Capt. Harrison, Tons 3817	FRIDAY, 15th April, at Noon.
	KAGOSHIMA MARU, Capt. K. Kori, Tons 4405	TUESDAY, 26th February.
	COLOMBO MARU, Capt. K. Hanna, Tons 4709	THURSDAY, 14th March.
	SANUKI MARU, Capt. J.G.S. Parsons, Tons 6112	SATURDAY, 9th March.
	DARANUS, Capt. Nicholas, Tons 4653	SATURDAY, 2nd March.

† Cargo only.

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

## GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

28,000 TONS BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

## Sailing Dates Subject to Change.

'DAKOTA', Captain E. FRANKS	On SATURDAY, 30th March, at Noon.
'MINNESOTA', Captain O. F. AUGER	On SATURDAY, 11th May, at Noon.

† Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

† LUXURIOUS PASSENGER ACCOMMODATIONS—Single and Double Cabins (outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

† Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

† For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail line tickets Japan, China and Hong Kong.

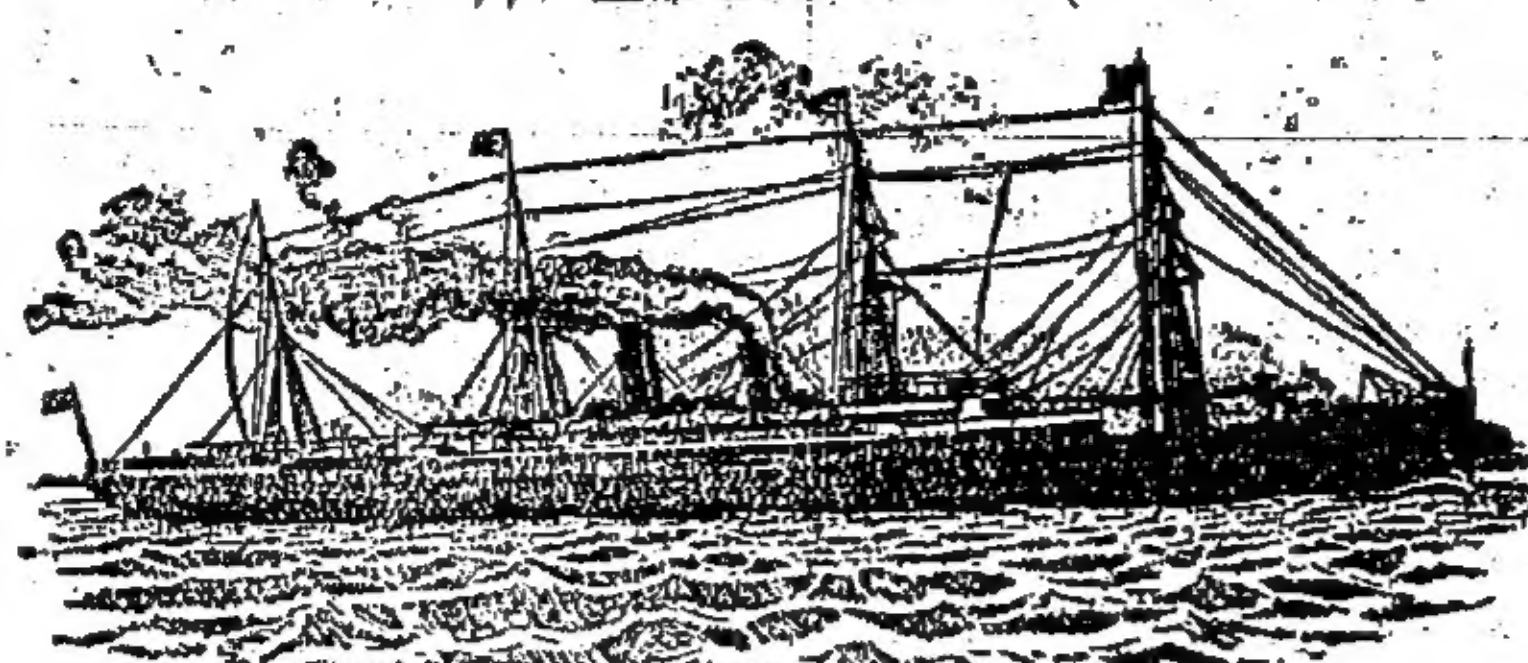
† For full information regarding freight or passage apply to:

NIPPON YUSEN KAISHA, Agents.

## Shipping.

## PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA. U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



## SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Honolulu, on Oahu, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	STEAMERS	TO SAIL ON	REMARKS
HONGKONG MARU 11,001 Gross Tons		TUESDAY, 8th Mar., at Noon.	
KOREA		SATURDAY, 16th Mar., at Noon.	
AMERICA MARU 11,000		SATURDAY, 23rd Mar., at Noon.	
SIBERIA		TUESDAY, 2nd April, at Noon.	
CHINA		TUESDAY, 9th April, at Noon.	
MONGOLIA 10,200		TUESDAY, 16th April, at Noon.	
NIPPON MARU 11,000		SATURDAY, 20th April, at Noon.	
DORIO		SATURDAY, 4th May, at Noon.	
CORPITO		SATURDAY, 11th May, at Noon.	
HONGKONG MARU 11,000		SATURDAY, 18th May, at Noon.	

RECORD FAST TRIPS. Yokohama to San Francisco, via KOREA, 18,000 tons. September 16-27th 1905; 10 days, 11 hours and 5 minutes. San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours. San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 10th-31st, 1905. 13 days, 13 hours. Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905. 10 days, 10 hours and 25 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 5th March, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

## PORTLAND &amp; ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, via MOJI, KOBE & YOKOHAMA; FOR OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	TONS	CAPTAIN	TO SAIL ON
ARAGONIA	5198	ERNEST	March 12.
NIOMEDIA	4570	C. MEINER	March 19.
YOMANTIA	4573	ERNEST	March 26.
ARABIA	4483	MEINER	April 2.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to:

S. SILVERSTONE, Agent.

## CHINA NAVIGATION CO. LD.

FOR	STEAMERS	TO SAIL ON
SHANGHAI & CHINKIANG	KWANGSUNG	Feb. 26, at 4 p.m.
TIENSIN	KWANGSUNG	Feb. 27, at 4 p.m.
SHANGHAI	YONGHONG	Mar. 1, at 4 p.m.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE.	YONGHONG	Mar. 8, at 4 p.m.
YOKOHAMA AND KOBE	CHANGSUNG	Mar. 13, at 4 p.m.

\* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light Univalued Tables, & duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

† Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and Australian Ports.

For Freight or Passage, apply to:

BUTTERFIELD & SWIRE, AGENTS.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amplitudes. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captains	For	Sailing Dates
ZAFIRO	2540	R. Rodger	Manila	Saturday, Mar. 2, at Noon.
RUBI	2540	R. Almond	Manila	Saturday, Mar. 9, at Noon.

For Freight or Passage, apply to: SHEWAN, TOMES & CO., General Managers.

## HONGKONG-NEW YORK.

## AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

TO SAIL

For Freight and further information, apply to:

SHEWAN, TOMES & CO., General Agents.

## Shipping.

## IMPERIAL GERMAN MAIL LINES.



NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINES.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES, 1907.
PREUSSEN	WEDNESDAY, 27th Feb.
PRINZESS ALICE	WEDNESDAY, 13th Mar.
SACHSEN	WEDNESDAY, 27th Mar.
PRINZ LUDWIG	WEDNESDAY, 27th Mar.
PRINZ REGENT LUITPOLD	WEDNESDAY, 24th April.
PRINZ VITTEL FRIEDRICH	WEDNESDAY, 8th May.
PRINZ HEINRICH	WEDNESDAY, 5th June.
SCHARNHORST	WEDNESDAY, 19th June.
ROON	WEDNESDAY, 3rd July.

† Conveying H. H. The King of Siam and carrying second-class Passengers only.

ON WEDNESDAY, the 27th day of February, 1907, at Noon, the Steamship PREUSSEN, Captain NABHAT, with MALES, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 26th February, Cargo and Specie will be received on board until 5 p.m. on Tuesday, the 26th February, and Parcels will be received at the Agency's Office until Noon, on Tuesday, the 26th February.

Consents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
To Naples, Genoa and Gibraltar	281.0.0.	242.0.0.	222.0.0.
Return	91.0.0.	83.0.0.	33.0.0.
To Southampton, London, Bremen and Hamburg	65.0.0.	44.0.0.	24.0.0.
Return	97.0.0.	66.0.0.	38.0.0.
To New York, via Suez, via Naples, Genoa or Gibraltar	64.0.0.	44.0.0.	26.0.0.
Return	115.0.0.	79.0.0.	47.0.0.
To Bremen or Southampton	68.0.0.	46.0.0.	27.0.0.
Return	123.0.0.	83.0.0.	49.0.0.

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa, or Gibraltar and travelling to Bremen or Southampton, the same rates to be applied as via Naples, Genoa or Gibraltar, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR Via INDIA.

Passengers have the option of using a Steamer of the British India S. N. Co., from Singapore to Calcutta instead of an Imperial Mail Steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## INTERRUPTION OF THE VOYAGE IN EGYPT.

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria, to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOFER, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(Subject to Alteration).

STEAMERS	SAILING DATES.
PRINZ WALDEMAR	3227 tons, THURSDAY, 28th Feb., 1907.
PRINZ SIGISMUND	3302 tons, THURSDAY, 28th Mar., ..
MANILA	1790 tons, SATURDAY, 20th April, ..

ON THURSDAY, the 28th day of February, at Noon, the Steamship PRINZ WALDEMAR, Captain W. von SERNOW, with Mails, Passengers, and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG.

TO	1st CLASS	2nd CLASS	3rd CLASS
TO MANILA	\$60.00	\$30.00	\$20.00
TO NEW GUINEA	228.00	118.10	74.00
TO BRISBANE	230.00	120.00	76.00
TO SYDNEY	234.00	123.00	79.00
TO MELBOURNE	234.10	124.10	80.00
TO YOKOHAMA	80.00	60.00	40.00
TO KOBE	95.00	70.00	50.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00	

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG.

To Europe via Australia and Colombo by Imperial Mail Steamer .. \$97.0.0.

To Europe via Australia and America .. 98.0.0.

(From Australia to New York via Vancouver by the O. P. R. Co.'s steamers and from New York to Europe by the Magnificent Express Steamers of the Norddeutscher Lloyd.)

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR SHANGHAI, NAGASAKI, KOBE & YOKOHAMA, PRINZ LUDWIG, WEDNESDAY, Feb. 27.

Do ZIEGLER, WEDNESDAY, Mar. 13.

## TRANSPACIFIC THROUGH TICKETS FROM HONGKONG.

via Vancouver or San Francisco to NEW YORK by the O. P. R. Co.'s steamers, P. M. S. S. Co., O. & O. S. S. Co., T. K. K., and from NEW YORK to EUROPE by the Magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:—

TO	1st CLASS
to London via Plymouth or Southampton	262.0.0.
to Bremen	83.0.0.
to Paris via Cherbourg	85.0.0.
to Naples, Genoa, via Gibraltar	0.0.

Passage money payable in local currency at current sight Bank Rate of Exchange on the day of payment.

Norddeutscher Lloyd.

For further Particulars, apply to:

MELCHERS & CO., Agents.

## THE ORIENTAL PACIFIC LINE.

FOR SAN FRANCISCO, via PORTS.

THE Steamship DAKOTAH, will be despatched for the above ports on or about MONDAY, the 4th March, 1907.

For freight and further particulars, apply to:

SHEWAN, TOMES & CO., Agents.

Hongkong, February 19, 1907. 120

Hongkong, February 23, 1907. 108

## Shipping.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOOSHOW.

THE Company's Steamship HAITAN, Captain J. S. ROBERT, will be despatched for the above Ports on TUESDAY, the 26th inst., at 10 a.m.

For Freight or Passage, apply to:

DOUGLAS, LARPAK & Co., General Managers.

Hongkong, February 23, 1907. 354

## FOR KOBE.

## ASOSAN MARU.

THE above steamer, Captain K. SUMIYA, will be despatched for the above port on TUESDAY, the 26th inst., at Noon.

For Freight, apply to:

MIYOSHI BUSSEN KAISHA, Prince's Buildings.

Hongkong, February 23, 1907. 361

## EASTERN &amp; AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

## THE Steamship EASTERN.

Captain McAWATER, will be despatched as above on SATURDAY, the 2nd March, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

A.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to:

GIBB, LIVINGSTON & CO., Agents.

Hongkong, January 23, 1907. 195

## AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID.

(Taking cargo at through rates to the BRITISH, to PERSIAN GULF, Red Sea, Black Sea, LAYAN, VENICE and Adriatic Ports.)

THE Company's Steamship AUSTRIA, Captain ENLAWER, will be despatched as above on or about SATURDAY, the 2nd March, at Noon.

This Steamer has special



## Shipping.

PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES &amp; LONDON,

THROUGH STEAMER

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.  
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave Colombo	Connecting Steamers from Colombo to Marseilles & London	Due at Marseilles (British) Days later	Due at London (1 day later)
DELHI.....6000	Mar. 9	MAMBOA.....10500	Saturday, 1907 Apr. 6	Saturday, 1907 Apr. 13
Macedonia 10500	Mar. 23	MOLDAVIA.....10000	Apr. 20	Apr. 27
MAITA.....6000	Apr. 6	HIMALAYA.....7000	May 4	May 11
ABOADA.....7000	Apr. 29	VICTORIA.....7000	May 18	May 25
DELTA.....8000	May 4	INDIA.....8000	June 1	June 8
DEVANHA.....8000	May 18		June 15	June 22

Passengers change steamers at Colombo, and those for Brindisi transfer also to the Express Mail Steamer at Port Said.  
Accommodation in the connecting steamer from Colombo is arranged in Hongkong at time of booking.

In addition to the above Mail Steamers the following:-

## INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS

WILL LEAVE FOR

## LONDON,

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave Hongkong	Due at London
NYANZA.....7000	Feb. 28	April 15
MANILA.....4500	Mar. 5	April 22
NILE.....7000	Mar. 12	April 29
JAPAN.....4500	Mar. 19	May 6
SUMATRA.....4500	Mar. 26	May 13
FORMOSA.....7000	Mar. 26	May 13
NOBIA.....6000	Mar. 26	May 13

These Steamers call also at Singapore, Penang, Colombo, and at Malta or Marseilles.

\* Carries 1st and 2nd Saloon Passengers. † Carries only First Saloon Passengers.  
\* Carries 1st Saloon Passengers only.

For further particulars, Apply to

E. A. HEWETT,  
Superintendent.

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## HAMBURG-AMERIKA LINIE.

## PASSENGER SERVICE.

By the new steamers Rhenania, Habsburg and Hohentauern. These steamers offer to the public the highest comfort yet attained in ocean travelling. They are especially built for the tropics with very large well ventilated cabins, amidships, lighted throughout by electricity, fans provided in each cabin. The berths are not arranged one above the other as it has been the fashion hitherto, but the staterooms closely resemble ordinary sleeping rooms on shore, the berths standing like beds at either side of the cabins. As a novelty, a number of cabins are provided for single passengers. These steamers call at Naples & Plymouth. In addition to the above steamers, the a.s. Silesia and Scandia carry first-class passengers. Return Tickets issued at reduced rates, through tickets issued to New York, via Naples, Southampton and Hamburg.

## NEXT SAILINGS FROM HONGKONG.

Outward.	Homeward.
for Shanghai, Kobe & Yokohama.	for the Straits, Colombo, Aden, Suez, Port Said, Naples, Plymouth, Havre and Hamburg.
HABSBURG.....3rd Mar.	+ SCANDIA.....22nd Mar.
RHENANIA.....1st Apr.	HABSBURG.....5th Apr.
HOHENTAUERN.....30th Apr.	RHENANIA.....3rd May.
SILESIA.....31st May.	HOHENTAUERN.....29th May.
SCANDIA.....30th June.	+ Call at Lisbon.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TUGBOAT CO.

CONNECTING AT TACOMA WITH

## NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

## VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
* LYRA.....	4417	H. C. Armstrong.....	March 27.
SHAWMUT.....	8905	E. V. Roberts.....	April 23.

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The Twin-screw a.s. Shawmoot and Vermont are fitted with very superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures speediness at sea. Electric fan in each room; Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to

Dodwell & Co. Limited,  
GENERAL AGENTS.

QUEEN'S BUILDING.

## Shipping.

PASSENGER SEASON  
1907.PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY.

THROUGH STEAMER

FOR

MARSEILLES & LONDON,  
VIA COLOMBO AND BOMBAY.

## THE S.S. 'MACEDONIA'

10500 TONS, CAPT. C. D. BENNETT, R.N.R.

Will be despatched at Noon on SATURDAY, the 23rd MARCH, and is due in Marseilles on the 20th April and London on the 27th April.

In addition to giving Passengers an opportunity of spending about 24 hours in BOMBAY this vessel will make a fast run to MARSEILLES and LONDON. The voyage from Hongkong to Marseilles should be completed in 28 days and to London in 35 days.

FARES TO MARSEILLES: £61 First and £42 Second Saloon, and to London £65 First and £44 Second Saloon.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, October 4, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG  
(SUBJECT TO ALTERATION).

For	STEAMERS	To Sail.
SHANGHAI.....	HONGKONG.....	WEDNESDAY, Feb. 27, at 4 p.m.
MANILA.....	YUENSANG.....	FRIDAY, Mar. 1, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUTSANG.....	SATURDAY, Mar. 2, at 3 p.m.
TIENSIN	CHIPSHING.....	SUNDAY, Mar. 3, Daylight.

\* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.  
† Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, (Via Ching Wan Tso) and Yantai Port.  
‡ Taking Cargo on through Bills of Lading to Kuantan, Labad Datar, Singapore, Taiwan, Cebu, Jasselon and Labuan.  
For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

## OSAKA SHOSEN KAISHA.

## REGULAR STEAMSHIP SERVICE

BETWEEN HONGKONG, SOUTH CHINA

COAST PORTS AND FORMOSA

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

The Co.'s a.s.	For	LEAVING
SOSHU MARU, Capt. T. SUGIURA.	SHANGHAI, VIA SWATOW, AMOY AND FOCHOW.	WEDNESDAY, 27th Feb., at Daylight.
MASAN MARU, Capt. I. SAKURAI.	TAMUL, VIA SWATOW AND AMOY.	SUNDAY, 3rd Mar., at Daylight.
FUKUSHU MARU, Capt. T. ITO.	ANPING, VIA SWATOW AND AMOY.	WEDNESDAY, 6th Mar., at Daylight.

\* These Steamers have excellent Accommodation for First and Second-class Passengers, and are fitted throughout with Electric Light. First-class Saloon Amidships. Unvalued Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at Second Floor, No. 1 Queen's Buildings.

T. ARIMA, Manager.

REGULAR  
STEAMSHIP SERVICE TO NEW  
YORK.

VIA PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG.

## FOR NEW YORK.

STEAMERS. TO SAIL 1907.

MUNCASTER CASTLE.....March 12.

LOWTHER CASTLE.....March 21.

For Freight and further information, Apply to

DODWELL &amp; CO., LTD.

Agents.

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IS CHRISTIANITY WORTH

INTRODUCING INTO CHINA

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office

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A RAMBLER THROUGH SOUTHERN

FORMOSA.

By G. TAYLOR, I. M. C. O. O. O.

With Woodcuts

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One of the Best Sketches of Formosa Life yet written.

Price ..... 50 Cents.

CHINA MAIL Office, 5 Wyndham Street, Hongkong.

## Bangkok Times.

## THE LEADING NEWSPAPER

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And widely circulated in Malaya, Coochin

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## SHARE REPORT.

In their weekly share report, dated 22nd Feb., Messrs. Vernon and Smyth state:—  
We have another dislocated market to report, upon, the race holidays having materially interfered with business, already upset by the China New Year holidays. The volume of business has consequently been but small, and rates have ruled irregular. At the close a steadier feeling is apparent, and we look forward to the market resuming a normal tone during the next week. Exchange on London: T/T 2s. 2 1/2d. On Shanghai T/T 7s.

Banks.—Since date of our last Hongkong and Shanghai were again placed at \$900 cum dividend. Later, however, after the meeting on the 16th inst., the rate gradually rose to \$880 ex div., and a small demand not being met completely the market further improved to \$885, \$890 and \$895, at all of which rates small lots have changed hands. The market closes steady at the higher rate. Nationals remain unchanged and without business.

Marine Insurance.—The demand for Unions not having been met the rate has further improved to \$845 with buyers and no sellers. Small sales of North China are reported at \$80. We have nothing else to report under this heading.

Fire Insurance.—Hongkong have further improved to \$855 with fair sales, the market closing steady at that rate. This Company has issued its annual report, which recommends a dividend of \$10, an addition to the Reserve Fund of \$35,555.55, and the carrying forward of \$435,236.75 on 1906 i/c. China Fires have been placed during the week at \$98, and close with sellers at \$99.

Shipping.—Hongkong, Canton and Macao have found small buyers at \$30, the market closing steady at that rate. Indos have ruled quiet at \$88 nominal, with no business to report. China and Manila have receded to \$2 1/2 without inducing buyers to come forward. Shells are quoted at the advanced rate of 38/8 without bringing any shares on the market. Douglas and Star Ferries remain neglected at quotations.

Refineries.—We have nothing to report under this heading.

Mining.—Rauha have ruled weak and without business. Shares could probably be obtained under the quoted rate. Charbonnages unchanged and without business.

Docks, Wharves and Godowns.—Hongkong and Whampoa Docks continue steady at \$240 and small sales have been made at that rate. Kowloon remain on offer at \$94 without inducing any but the smallest business. Shanghai Docks have improved and at times of closing can be placed at \$10 1/2, and probably at \$11. New Army Docks unchanged and without business.

Lands, Hotels, and Buildings.—Hongkong Lands have changed hands at \$108 and \$107, also forward at comparatively slightly higher rates. The market closing with small buyers at \$107. The remainder at \$123, at which rate a few shares could still be placed. Humphreys have changed hands at \$11.20 and \$11.3, closing steady at the latter rate. Shanghai Lands are quoted at \$11.10 ex div. of \$1.43.

Cotton Mills.—With the exception of Bay Cane, which have advanced to \$1.20 with buyers, we have nothing to report under this heading.

Miscellaneous.—China Providents have steadied and close firmer at \$6.75 with buyers. Green Islands have changed hands at \$2 1/2 and Watsons at \$12, both stocks closing with buyers. We have nothing else to report under this heading.

## NOTICES TO CONSIGNEES.

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP TRAMONT.

FROM TACOMA, VICTORIA, YOKO-

HAMA, KOBE, MOJI, SHANGHAI

AND MANILA.

THE above Steamer having arrived Consig-

neers of Cargo are hereby requested to

send in their Bills of Lading for

counter-signature and to take delivery of

their Goods from alongside.

Cargo impeding the discharge of the

Vessel will be landed and stored at

Consignor's risk and expense.

No Fire Insurance will be effected by us

in any case whatever.

DODWELL &amp; CO., LTD.,

Agents.

Hongkong, February 20, 1907.

## NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER 'MACEDONIA'

FROM LONDON, BOMBAY, COLOMBO

AND STRAITS.

CONSIGNEES of Cargo by the above

named vessel are hereby informed

that their Goods are being landed and

placed at their risk in the HONGKONG AND

KOWLOON WHARF AND GODOWN COMPANY'S

Godowns at Kowloon, where each consignment

will be sorted out Mark by Mark and

delivery can be obtained as soon as the

Goods are landed.

This Vessel brings Cargo:-

From LONDON, &amp;c. ex a.s. Moolton.

From PERSIAN GULF, ex a.s. B.I.S.N.

and B. &amp; P.S.N. Co.'s steamers.

Optional Goods will be landed here unless

instructions are given to the contrary

before 6 P.M.

Goods not cleared by the 27th February,

at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me

in any case whatever.

Damaged Packages must be left in the

Godowns for examination by the Consig-

neers and the Company's representative

at an appointed hour.

All claims must be presented within ten

days of the steamer's arrival here after

which date they cannot be recognized.

No Claims will be admitted after the

Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, February 21, 1907.

## NOTICES TO CONSIGNEES.

'BEN' LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENGLOE.

FROM ANTWERP, LONDON AND

STRAITS.

CONSIGNEES of Cargo are hereby in-

formed that all Goods are being

landed at their risk into the hazardous

and/or extra hazardous Godowns of

the HONGKONG AND KOWLOON WHARF AND

GODOWN CO., LIMITED, where and/or

from the wharves delivery may be obtained.

No Claims will be admitted after the

Goods have left the Godowns, and all

Goods undelivered after the 28th inst.,

will be subject to rent.

All Claims against the Steamer must be

presented to the Undersigned on or before

the 7th March, or they will not be re-

cognized.

All broken, chafed, and damaged Goods

must be left in the Godowns, where they

will be examined on the 7th inst., at

11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON &amp; Co.,

Agents.

Hongkong, February 22, 1907.

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## Hotels.

## KING EDWARD

## HOTEL.

A HIGH-CLASS PRIVATE

HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted.

Electric Fans (if required).

Electric Passenger Elevator to each Floor.

Table D'Hôte at Separate Tables.

TELEGRAPHIC ADDRESS:

VICTORIA, HONGKONG.

For terms, &amp;c., apply to the

MANAGER.

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## VICTORIA HOTEL,



